THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. Cleanliness is a continuous process and all endeavours are made by the Railways to maintain the standard of cleanliness at railway stations. To maintain proper standard of cleanliness at railway stations in Delhi, rag picking contracts and one time cleaning contracts have been awarded. Regular removal of garbage and use of insecticides and disinfectants is also being ensured. In addition to regular checks, special drives are being undertaken to identify the weak areas and take remedial measures.

All basic facilities are available at all important railway stations in the capital city of Delhi**.**

Proposal for construction of over-bridges/under-bridges

111. SHRI O.T. LEPCHA : Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for construction of new railway over-bridges/railway under-bridges in country, State-wise, during the years 2006-07 and 2007-08:

(b) whether Government have formulated any planning or time limit programme in this respect;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken by Government for implementation of the above planning?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) A Statement is enclosed *(See* below).

(b) to (d) Planning for construction of road over bridge/under bridge already exists on railway under which works of Road over/under bridges are sanctioned on cost sharing basis in lieu of existing level crossings having traffic density of one lakh or more TVUs (TVU - A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) otherwise on deposit terms. Proposals in both cases have to be sponsored by State Govt, concerned duly fulfilling certain preliminary pre-requisites required under extant rules. Recently Railway have also decided to replace some of the unmanned level crossings with limited height subways to ensure safety and security of Rail and Road traffic. Time limit for completion of Road over/under bridge can not be fixed immediately as the process takes place *via* approval of General Arrangement Drawing (GAD) by State Govt., acceptance of estimates by both (Railway's and State Government) for bridge proper and approaches, removal of encroachments falling in the way/approaches, shifting of utility services etc. Work on bridge proper is done by Railways whereas approaches are taken up by State PWD concerned. Railways make all out efforts to complete their portion of work simultaneously with the work of approaches to be done by State Government. Meetings are held with State Governments for GAD Approvals, adequate Fund allocation and tender award for sanctioned works, and make available timely encroachment free land for approaches.

Statement

The State-wise number of Road over/under bridges sanctioned in previous years during 2006-07 and 2007-08 in various States in the Country on cost sharing basis.

SI. No	States	No. of works sanctioned in the prev ious year	Sanctioned during 2006-07	Sanctioned during 2007-08
1.	Andhra Pradesh	52	24	12
2.	Assam	3	0	1
3.	Bihar	47	4	5
4.	Chhattisgarh	5	2	2
5.	Delhi	1	0	2
6.	Gujarat	5	4	-
7.	Haryana	13	2	15
8.	Jharkhand	20	0	-
9.	Karnataka	38	5	-
10.	Kerala	53	7	1
11.	Maharashtra'	23	4	1
12.	Madhya Pradesh	9	3	1
13,	Orissa	9	0	-
14.	Punjab	28	0	-
15.	Pondichery	3	0	-
16.	Rajasthan	8	1	7-
17.	Tamil Nadu	46	33	38
18.	Uttar Pradesh	26	13	5
19.	West Bengal	46	'2	2
20.	Himachal Pradesh	0	0	1
21.	Chandigarh	0	0	-
22.	Uttaranchal	0	0	1
	TOTAL	435	104	93

Introduction of new train from Bangalore to Vijayawada

112. SHRI M.V. MYSURA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal before Government to introduce a new train from Bangalore to Vijayawada *via* Gunthakal-Kadapa-Renigunta;

(b) if so, the details thereof and the present status of the above proposal; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Due to operational and resource constraints.